



February 2007

This Month's Meeting - Wednesday 21st February at 8.00pm prompt

This month our speaker is Dr Billy Brooks of P & M Aviation who will be telling us about the Pilcher experiment and his part in "Scrapheap Challenge". As a courtesy to the speaker please make every effort to be there on time.

Quote of the Month

"The modern airplane creates a new geographical dimension. A navigable ocean of air blankets the whole surface of the globe. There are no distant places any longer: the world is small and the world is one." — *Wendell Willkie*

Annual General Meeting Report

The new format AGM was an obvious success. The whole meeting took about eight minutes! The main decisions were:-

1. Membership fees 2007 - Members receiving Airscrew by e-mail will pay £15. All other rates remain unchanged (£20 for hard copy and £25 for new members)

2. Club Accounts - These and the Treasurer's report were accepted and agreed without comment.

3. Election of Officers

Chairman - **Brian (Bumble) Finch**

Treasurer - Phil Hanman resigned as Treasurer after three years in the job.

Adrian Peatman was elected to fill the vacancy.

Secretary - **John Hamer**

5. Club Awards

Poser Award to **Adrian Burden** for continuing enthusiasm for microlighting awarded

Spitfire Award to **Jim Taylor** for building a number of aircraft to a very high standard of workmanship and finish. His MiniMax won an award at the PFA Rally in 2005.

Subscriptions are now due. An application form for all Club members is included with this newsletter (members on e-mail please print the form). Please return it to the Treasurer at the address shown with your cheque as soon as



Spitfire Award winner Jim Taylor

possible. If you have not paid your subscription by the end of March your membership will cease.

Every Picture Tells a Story - by Myron Burak
(This article tells the story behind Myron's winning photo of the Needles on the Isle of Wight published in the last newsletter - Ed)

I was extremely pleased that the photo I entered in the Christmas photo comp won, and by such a convincing margin as well. It had 11 votes. How this picture came about tells quite an interesting story.

It started, believe it or not, back in 2002. We went to Spamfield. Colin was in the back and we had an almost obscenely fast run to Sandown because of a tail wind. 1 hr 45 mins from chocks away to engine off. Hardly time to settle and take in the view. After Spamfield, Colin was to fly on to France with Andrew, accompanied by Simon and Caroline for a two week holiday.

I would return by car. Avril was going to be there for the week end along with some friends of ours. I had mentioned to a mate called Nick that we would be going to the Isle of Wight. He and Jenny have a house there. In the summer it becomes their second home, as they are well into sailing. They offered us the use of the house but the idea kind of grew and they decided to come as well. The entourage that finally arrived at the house numbered 3 couples and about 5 kids. Colin and the rest were going to camp on the airfield.

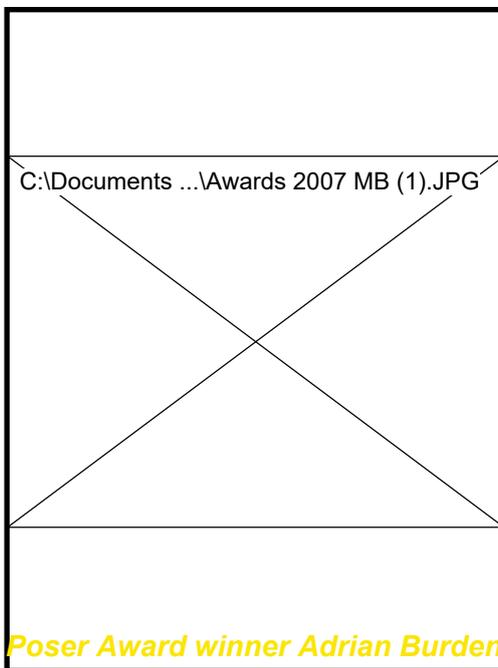
We spent Saturday sailing in the Solent, and lunching in the Sailing Club at Seaview. That evening we all got together - the Sandown Campers and the Seaview Sailors. We had a barbecue on Seaview beach. It was over the barbecue fire that an idea for another trip started to take shape. But I get ahead of myself.

The next day, Sunday, Colin and Andrew and the rest were to leave for France, but not until mid morning. Jenny and another friend

Jonathan were keen to have a flight around the island. We arrived quite early at Sandown to take advantage of this time window before they left. It was quite a dull morning and I did not envy the others their trip across the channel. Conditions and viz were not bad, though, when I took off with Jonathan. We headed up the spine of the island towards the Needles. With two out and returns to do plus a turn around, I would have to keep the flights short, bearing in mind that Colin and Andrew would have to load up the Kiss with all they needed for two weeks. I showed my passengers a glimpse of the island, and left them wanting more. Colin and crew departed more or less on schedule for a fabulous trip around France, apart from 3 days stuck at Abbeville.

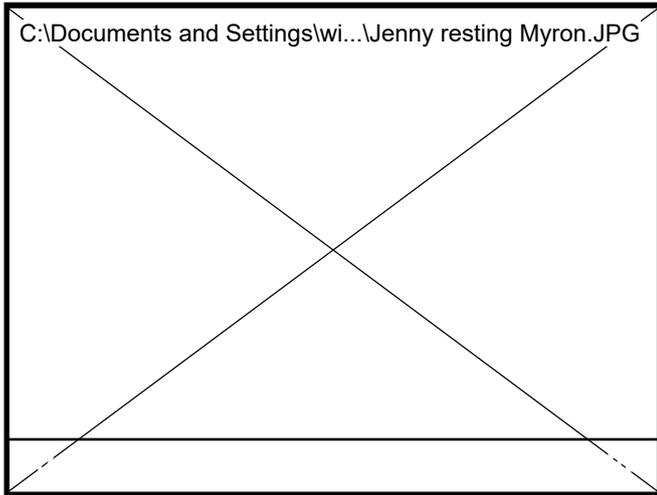
That evening we were full of lovely impressions of flying, sailing and the general ambiance of the Isle of Wight. A plan started to form. Each year in May there was a 100km cycle ride around the island called the Isle of Wight Randonée. We would all come down, stay at Seaview, do the cycle ride, maybe some sailing, and oh yes, I would bring the Kiss and we would do the island justice by air. The flying side was given further significance by a lovely painting in Nick and Jenny's house of a yacht under full sail just off the needles. "I'd like to fly there and get that photo from the plane", I said. "I'd love to come with you" said Jenny, "You're on" I replied. We were determined from that moment to get that photo.

The next year repeated something of a pattern. Bad weather on the Friday denied us the chance to take the Kiss and that element was missing from an otherwise lovely weekend. By now this had become an annual pilgrimage but 2004 again saw bad weather on Friday and Saturday but lovely and bright for the cycle ride on Sunday. I tried to get the Kiss down there several times outside the now established annual outing all with no luck. 2005 was the best abortion yet when Andrew and I were forced to land out because of fog. Some may remember the story reported in Airscrew in



spring of this year. How difficult it was proving to be to get a microlight 100 miles away and back again in a pre-determined time frame. Things were getting to a ridiculous state.

This year was to be different. With complete disbelief I set off on a gorgeous Friday afternoon, May Bank Holiday weekend, with Jonathan in the back for a completely delightful flight down. We landed at Bembridge. with plenty of time to fuel up both microlight and



humans before deciding what to do next. The conditions were so beautiful that more flying was definite. We got hold of Nick and Jenny by phone. Jenny was not too keen to come out having just arrived from a long car and ferry journey, tired and with plenty of things to sort out. "That stuff can wait. Get down here, it may not be any good tomorrow". I was insistent. Light hearted grumbling turned to intense excitement as we prepared for the flight.

The lovely day was turning into an even lovelier evening and when we took off some time after 6 the light was fantastic and the conditions like glass. What a time we had exploring the island. The highlight of course, over and around the Needles, again and again, Jenny taking photographs from every possible angle. The Isle of Wight is not that big so, in about an hour and a half, we had covered it from every direction. The sun was starting to dip as we landed again at Bembridge. I was elated as we secured the aircraft for the night - a task I undertook carefully and deliberately to the annoyance of the others who were now anxious for a well earned beer. So, that was that. Mission accomplished after so may aborted attempts. We downloaded the pictures onto a lap top and spent the evening going

through them and remembering the flight and all the events that had led us there. Wonderful.

The next day was just as good as the Friday, a small miracle in this country. I spent the afternoon and early evening, taking various friends up for a tour around the island. With several flights to accomplish, I was not able to get down to the end of the Needles again. I was secretly glad of this as I wanted to preserve the memory of the previous day's flight - the achievement of a very small ambition blown out of all proportion by so many failed attempts.

Monday, I sent Jonathan off with the others by car, as I would probably not get off the island that day due to strong winds after a front went through the night before. I spent the day under the aircraft wing ready to fly if the wind dropped. The very thermic gusts died down towards evening but the wind strength remained stubbornly at its day time levels. Sometimes you just have to go for it and something told me that it would be alright. So with only just enough daylight left I taxied to the runway. "Cleared for departure, surface wind 16 knots, 240" the controller announced. My imagined reply cannot be repeated but one slight wobble and I was away, covering ground very quickly as I turned North. Landing back at Over, about an hour and a half later just at dusk, the wind was dead calm. It had been a very smooth flight from the start, testament to the handling characteristics of the Kiss. That night, I felt like a pilot.

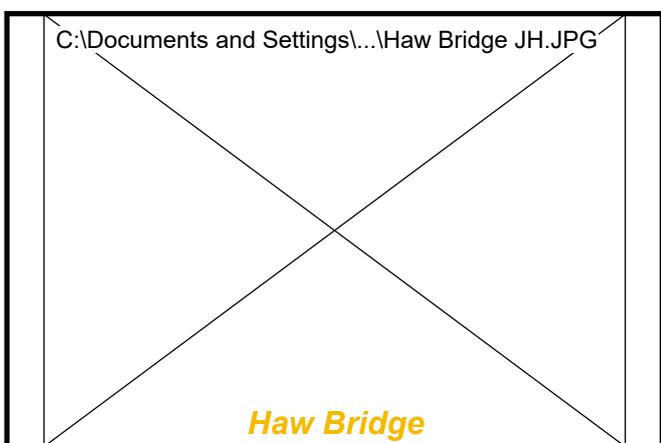
About a month later I was back over the Needles, with Bruce this time, just finishing the 2000 mile trip around Britain on the Fly-UK. I looked down on them wryly comparing how easy this arrival was compared to the effort of the last one. The previous achievement already eclipsed by the Next Big Adventure. And so may it continue, but please, with just a little less effort and just a bit more reward.

I saw Nick, Jenny and Jonathan over Christmas and I gladly reported news of our success. She was very pleased and again we shared the story with those who had not heard it or did not mind it being retold. I did not share the prize for the photo with her, the box of chocolates. Perhaps I really should save one for her.

Local Venue for National competition

Robbie Keene has agreed to host the first round of the 2007 National Competitions at Over on 28th and 29th April. Organising any competition is a huge commitment and he is looking for willing volunteers to help over the weekend. Any Club members who can give up some time should contact Robbie by e-mail at rob.keene@btinternet.com or by phone on 07831 237353. More detailed information will be available in due course. There will be a party at Over farm on the Saturday night to which all SVMC members are invited.

Robbie is optimistic that the weather will improve before the competition is due to take



place. If it does not then it will be a case of identify the lake! JH has been flying and has taken some photos of the local area which appear on this page.

Internet

In last month's newsletter I reported the proposed attempt to fly over Everest using a paramotor. If you wish to monitor the progress of the attempt see their web site - <http://www.gknmissioneverest.com>

Dates for your Diary

5th -6th May - Microlight Trade Fair, Popham
15th - 17th June - Spamfield, Isle of Wight

For Sale

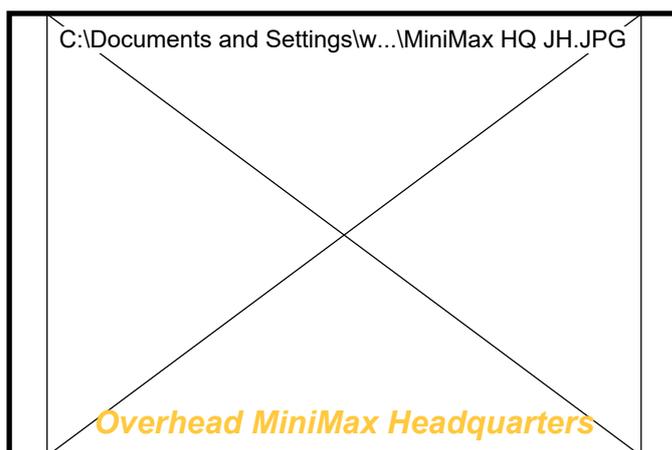
Mainair Gemini Flash flexwing, Rotax 447, yellow pod, red/white wing, permit, well maintained, engine overhauled at 100 hours, Newton propeller. Flies well, no vices. Offers around £1650 to **John Caffull**. Tel: 01452 700565

Pegasus Q 462, G-MYTH, very well maintained. Upgrades include Ivoprop three

blade propeller, Rotax rectifier and battery set, radio interface, carb heat and more. Engine overhaul 97 hours, replaced points, main coil, HT coil, fuel pump gaskets, water pump gaskets and plug leads. Many parts renewed and re-fitted at GS Aviation. Yellow trike, blue seats, wing to suit. Trike cover, prop covers, wing bag, batten profile, engine details, wing trolley. A treat to fly. Will have new permit. I have additional images of instruments and engine ready to e-mail to interested purchasers. £3750 ONO. Contact **Phil Hanman**, Work 01452 883121, Mob 07970 002135, Home 01452 415589

Strobe kit complete with both strobes as new, never fitted complete £160
Contact **Doug Young** 01594 810410

Flexwing microlight trailer in excellent condition £250. Contact **Neil Duncanson** 01235 861373.



Aknowledgements

Photos by Myron Burak and John Hamer.

Editor's Note:- E-mail recipients do not adjust your monitor. The header photo on the first page **is** a colour photo!

Postscript

Following the floods (pictured above) we had snow (see the header photo) which quickly melted and produced more floods. Is anyone thinking of building an amphibious ski plane?

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